Attachment 2 – Statement of Work (SOW)
Overhaul Solenoid Valve
70Z03826QJ0000112

1.0 Scope

1.1 The United States Coast Guard (USCG) Aviation Logistics Center (ALC), Medium Range Recovery (MRR) Product Line Division located in Elizabeth City, NC has a requirement for the overhaul of the following components specified in the following table:

Description:	National Stock Number (NSN):	Part Number (P/N):	Alt. P/N:
Valve, Solenoid	4810-01-102-2473	3213850-3-1	70306-02107-104

1.2 The components are utilized on the MH-60T aircraft. Upon receipt of the components, the Contractor shall perform Test, Teardown and Evaluation (TT&E) to determine the condition of the component. Any components where no faults are found (NFF) or the components are determined to be Beyond Economical Repair (BER) in accordance with (IAW) Section 2.5; the Contractor will be allowed one of the following firm-fixed prices (FFP) only:

Service:	Total:
Firm Fixed Price (FFP) TT&E/NFF/BER/Scrap Fee	TBD at time of award

1.2.1 When a component is found BER, the Contractor shall prepare a failure data report in accordance with (IAW) Section 2.6. This report shall be included with the returned component. The Contracting Officer will provide disposition instructions IAW Section 2.5 via a modification for all components found to be BER.

2.0 Overhaul

2.1 Non-Ready for Issue (Non-RFI) components shall be overhauled and returned to Ready for Issue (RFI) condition IAW the Original Equipment Manufacturer (OEM) functional performance specifications. Components shall be overhauled for the specific fault noted on the DD Form 1577-2, Unserviceable (Repairable) Tag-Material, or CG-1577-A (11-90), Unsatisfactory Report Tag, which will be attached to each Non-RFI component. The Contractor shall perform an inspection and correct all deficiencies found. This shall include, but is not limited to, replacement of missing or broken components and the removal of any foreign matter or corrosion.

2.2 Upon receipt, the Contractor shall update Government Property Records based on the DD Form 1577-2, Unserviceable (Repairable) Tag-Material, CG-1577-A (11-90), Unsatisfactory Report Tag or Form 1348 information provided and any discrepancies. The Contractor shall account for all end-components received from, and shipped to, the Government. The Contractor shall provide a copy of its Government Property Records to the Contracting Officer no later than the 15th of each month. Government Property Records will include the following minimum information:

- Kit/Equipment/Component Description, P/N, Serial Number (S/N)
- USCG consignee
- Date received
- Status of contract service

- Expected contract service completion date

2.3 Procedures

Overhaul services must be performed IAW the procedures established in this SOW. The documents are listed in order of precedence. Latest revisions of any instruction or manual shall apply. The information contained within is not intended to be all inclusive nor to detract from or modify procedures outlined in the manuals. If the applicable technical manual does not cover a procedure, the Contractor shall utilize the OEM overhaul manual. If the OEM manual does not cover a procedure, the Contractor shall utilize the best commercial business practice. Where an application of "best commercial practice" conflicts with these manuals, the Contracting Officer may approve deviation from requirements. When applicable, each manual will specify if the Export Control Act applies. The following documents are required to complete the services required by this acquisition. The USCG does not own, nor can it provide the technical documents specified herein.

- Depot Maintenance Work Requirement (DMWR), 1-4810-216.
- All OEM shop, inspection, overhaul, repair, or other OEM Component Maintenance Manuals (CMM).
- All OEM service bulletins, amendments, modifications, and specifications as applicable.

2.3.1 The Contractor shall have access to required overhaul specifications and test/acceptance criteria and data to ensure all components are tested and overhauled IAW the current specifications and procedures. The USCG may review overhaul manuals and performance/test acceptance criteria as required. The Contractor is solely responsible for obtaining all specifications required for this effort. Original design or functional capabilities of the end component and components thereof shall not be changed unless authorized or directed by the requirements of this SOW.

2.4 Test, Teardown and Evaluation (TT&E)

If, after visual and functional inspections, a component is found to be in RFI condition and NFF or is considered to be BER IAW Section 2.5, the contractor will be allowed the FFP TT&E/NFF/BER/Scrap Fee only. If found BER, the Contractor shall prepare a failure data report IAW Section 2.6. This report shall be included with the returned component. The parts shall be marked "RFI" or "BER" and returned IAW Section 2.5. A copy of the failure data report shall be attached to the invoice.

2.5 Beyond Economic Repair (BER)

In the event a component cannot be overhauled to like new condition and is found to be BER, the Contractor shall immediately stop working on the component and notify the Contracting Officer in writing. The Contractor's written notification shall include the following information at a minimum: contract number, delivery order number, contract line-item number (CLIN), nomenclature, NSN, P/N, S/N, and a brief description supporting the determination. The Contracting Officer will provide disposition instructions via modification within thirty (30) calendar days after receipt of notification. The Contractor will be authorized the FFP TT&E/NFF/BER/Scrap Fee only.

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2.6 Failure Data Report

The Contractor shall submit a failure data report for each overhauled component. This report shall include NSN, P/N, S/N, nomenclature, date of overhaul, delivery order number, line-item number, description of overhauled failure, the USCG's reported failure, a list of parts overhauled, and a list of parts replaced. The Contractor's in-house work order may be used to satisfy this requirement if it includes the information requested above. This report shall be attached to the packing slip and shipped with the overhauled component.

2.7 Replacement Parts

Parts of a component found to be in a serviceable condition as a result of functional testing shall be reused. Missing parts and parts found to be defective or that require replacement by manufacturer's instructions shall be replaced with parts meeting the manufacturer's specifications and drawings or as otherwise authorized in writing by the Contracting Officer. Replacement parts shall be new and accompanied with OEM traceability. The cost for parts that are replaced systematically during overhaul shall be included in the price listed in the schedule for these operations.

2.8 Separately Priced Replacement

Pricing for other overhaul components and supply material, yet unspecified by P/N contract award, will be incorporated as FFPs after negotiation of the first-time replacement. The Government reserves the right to provide separately priced replacement parts as Government furnished property on an as-needed basis as determined by the Contracting Officer. The Contracting Officer will either issue a modification to the delivery order authorizing use of the separately priced replacement parts or provide disposition instructions. The delivery schedule will be adjusted accordingly for any delay associated with requesting and obtaining the approval to utilize the specified separately priced replacement parts.

2.9 Corrosion Treatment

During inspection and functional test, the presence of corrosion in a component shall constitute reason for a more thorough disassembly and inspection. Should corrosion be found, disassembly shall be made to the extent necessary to remove corrosion or replace the part, or components, affected. Corroded components shall be replaced, except in those cases where removal of corrosion from a part will not impair efficiency or safe operation of the component. Corrosion removal and treatment of affected areas will be accomplished IAW OEM specifications and Federal Aviation Administration (FAA) Advisory Circular AC 43-4B, dated 09/11/2018, Corrosion Control for Aircraft.

2.10 Unusual Damages/Exclusions

Prices do not include components that have been cannibalized or severely damaged due to mishandling. Additionally, USCG aircraft is used primarily around salt water at low altitude for search and rescue missions. Therefore, corrosion is to be anticipated and is considered "normal" for the aircraft. Corrosion does not constitute unusual damage.

2.10.1 Components received which indicate obvious misuse, cannibalization, or severe damage due to mishandling or crash damage may dictate an exclusion from the prices specified in the contract schedule. Such components shall be inspected, overhaul costs determined, and authorization to proceed obtained from the Contracting Officer prior to commencement of work. Once notified of a possible exclusion, the Contracting Officer will make a written determination within thirty (30) days as to

exclusion validity. The Contracting Office may approve the quote, decline the quote and have the component returned as-is, or consider the component BER.

2.11 Contract Administration Data

The Government shall not be liable for any amount expended by the Contractor in excess of the applicable FFP reflected in the schedule unless prior written authorization has been given by the Contracting Officer.

2.12 Audits

Quarterly audits are conducted by ALC on Government Furnished Property at commercial Contractor facilities. The Contractor shall follow the instructions provided each quarter by ALC and comply with its instructions. The Contractor's role shall be to validate each component identified by S/N by ALC. Validation shall take place on the same date as the audit.

2.12.1 ALC considers components RFI upon acceptance. Components determined to be non-RFI upon installation may be returned to the Contractor with deficiencies described in a Product Quality Deficiency Report.

2.13 Environmental Requirements

All components must be thoroughly cleaned IAW applicable CMMs. ALC may take random samples of components to ensure they are free as practicable of all hazards. Information on these hazards can be found in Occupational Safety and Health Standards 1910.1025 (lead), 1910.1026 (Hexavalent Chromium) and 1910.1027 (Cadmium).

3.0 <u>Quality</u>

3.1 Quality Control

The Contractor is required to be certified and maintain a quality system that complies with the requirements of ISO 9001-2000 Quality Management Systems – Requirements or equivalent. The Contractor is responsible for performing or assuring all inspections and tests necessary to substantiate that the goods or services furnished conform to Government's requirements. The Contractor shall take prompt action to correct conditions that have or could result in goods or services that do not conform to contractual requirements. Records of conformance shall be maintained on file at the Contractor's facility and made available or provided for review by the Government upon request. The Government reserves the right to conduct surveillance at Contractor's facility to verify the existence, adequacy, and effectiveness of the quality system.

3.2 Warranty

The Contractor's standard warranty for overhauled components will be incorporated into the contract.

3.2.1 Markings of Warranted Items

Pursuant to the requirements of FAR 46.706(b)(5), the Contractor shall stamp or mark the supplies delivered, or otherwise furnish notice with the supplies, of the existence of the warranty. For commercial items, the Contractor's trade practice in warranty marking is acceptable if sufficient information is

presented for supply personnel and users to identify warranted supplies. Markings may be brief, but should include the information below:

- A brief statement that a warranty exists
- The substance of the warranty
- Its duration; and
- Who to notify if the supplies are found to be defective

4.0 Certifications

4.1 When checked the Contractor shall:

☒ Maintain OEM certification for the overhaul of the components listed in this statement of work. The Contractor shall provide immediate notification to the Contracting Officer upon loss of any required certifications. The Contractor shall also:

- Comply with the certification/documentation requirements specified herein.
- Attach certifications/documentation to the outside of the shipping container

☐ All components overhauled under the provisions of this contract must be airworthy and suitable for installation on USCG aircraft. Each returned component shall be tagged with a DD Form 1574 Serviceable Condition Code Tag or a FAA Form 8130-3, Airworthiness Approval Tag, completed in its entirety. The Contractor shall furnish a Certificate of Airworthiness in accordance with FAA procedures (or USCG approved alternate procedure) and a Certificate of Conformance (COC) IAW FAR 52.246-15 for all components. These forms shall be packaged with each component.

☒ The COC shall be signed by an authorized official of the approved source and must specify the nomenclature, manufacturer's part number, and date of manufacture. For Production Approval Holder, a COC and a copy of the FAA Parts Manufacturer Approval (PMA) or other manufacturing authority shall be provided. Contractors shall also provide documentation reflecting the complete unbroken history of ownership of the components from purchase from the approved manufacturing source until delivery to the USCG.

5.0 Tracked Components

5.1 S/N tracking shall be used for validating the correct components were received at the Contractor's overhaul facility and returned to the USCG. Upon receipt of the components from the USCG, the Contractor shall verify each component received to ensure that the S/Ns match the ones specified in the order. Should a discrepancy be identified, the Contractor shall notify the Contracting Officer in writing of the discrepancy.

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5.2 When checked the Contractor shall comply with the following documentation requirements:

☐ The components to be overhauled under this contract are tracked in the USCG's Asset Computerized Maintenance System (ACMS). ACMS is the management information system used to schedule and record all USCG equipment maintenance actions and calibration intervals.

☒ Tracked components will be shipped to the Contractor with a Significant Component History Record (SCHR). The SCHR records the maintenance history of the serial number tracked components. It remains with its corresponding part until reinstalled on an aircraft or is annotated "BER" and scrapped. (NOTE: written approval from the Contracting Officer is required prior to scrapping a serial number tracked component). The SCHR for scrapped components shall be returned with the component. The Contractor shall retain a copy of the SCHR for ninety (90) calendar days.

☒ The Contractor shall provide a Component Repair Record (CRR) with the overhauled components. The CRR records the maintenance performed on a serial number tracked component and enrolls or disenrolls components from ACMS when those components are scrapped, added to, or removed from the USCG inventory. At a minimum, the CRR shall identify the equipment and contain a description of the maintenance action performed, components replaced, service bulletins and modifications. The Contractor shall mail one (1) copy of the CRR to USCG ALC, ATTN: AVENG/ACMS, Elizabeth City, NC 27909-5001 no later than five (5) business days following completion of the rework effort. The original CRR shall be packed with the component. The Contractor shall retain a copy of each CRR for ninety (90) calendar days. The Contractor may request that their in-housework order be accepted to fulfill the CRR requirement. The Contracting Officer will provide a written determination in response to the request.

6.0 <u>Delivery Requirements</u>

6.1 The following table shows the required delivery for each priced line item listed in the schedule. Early deliveries, when appropriate, are desired and acceptable.

Service:	Due No Later Than:
FFP TT&E/NFF/BER/Scrap Fee	TBD at the time of award
FFP Overhaul	TBD at the time of award

6.2 The USCG desires early deliveries therefore early shipments are encouraged at no additional cost to the Government. In the event the Contractor anticipates or encounters difficulty in complying with the delivery schedule or date, they shall immediately notify the Contracting Officer in writing.

6.2.1 All requests for time extensions shall be in writing and shall include substantiation of the need for such time extensions IAW FAR 52.212-4(f), excusable delays. If nonperformance is not covered by an excusable delay, the Contractor and the Contracting Officer shall negotiate consideration for the approval of the extended delivery date. A modification will be issued to the order to reflect the consideration and the extension.

7.0 Other

7.1 Aircraft on Ground (AOG) Situations

Upon notification from the USCG that an AOG situation exists, the Contractor shall expedite overhaul and initiate shipment within twenty-four (24) hours after notification. The shipping container shall be marked on the outside in highly visible lettering "AOG". At the time the Contractor is notified of an AOG requirement, the Contractor shall advise the Contracting Officer, or their representative, if there are additional shipping charges. The Contracting Officer will provide special shipping instructions and authorization for reimbursement in these instances. The component shall be shipped by the fastest traceable means (i.e., air freight, next day delivery). The Contracting Officer may issue an order modification authorizing additional funding as agreed upon by the Government and the Contractor to accomplish the expedited overhaul. The Contractor shall ship the components directly to the destination the Contracting Officer designates as quickly as possible using the fastest traceable means (i.e., air freight, next day delivery).

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